



# Today's Advertisements.

## NOTICE.

**\$45,000** to lend upon First Class Mortgage Security in large or small Amounts.

Apply—

J. J. FRANCIS,

4, Des Vaux Road,

Hongkong, 11th May, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to

THIS OFFICE.

Hongkong, 27th May, 1901.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 27th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 27th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJI MARU."

Captain will be despatched for the above Ports, on SUNDAY, the 2nd June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th May, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 27th May, 1901.

## Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAYA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence, as testified to by the best English makers.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY, Hongkong.

# The Hongkong Telegraph

HONGKONG, MONDAY, MAY 27, 1901.

## NOTES AND COMMENTS.

### Sensible Actions.

We must congratulate the Sanitary Board upon being unanimous for once upon a question of public moment. Everybody with half a grain of sense must see that the only way in which Beaconsfield Arcade could be dealt with was by closing it. No half measures could have been effective, for there can be little doubt but that the whole block is sodden with plague and is a menace to the community at large.

It is of course very hard upon the inhabitants of the premises that they should be bundled out at a few hours' notice, but that cannot be helped. Had they been allowed to continue in occupation they would have endangered the rest of the public, and it is much better that a small number should be put to inconvenience than that even one should succumb to a horrible disease. And this applies more particularly to the tailor's shop which is in this block of buildings. Rats suffering from plague might well sleep amongst the clothes in course of being made up, and they would leave them thoroughly full of plague germs, with consequences too horrible to contemplate for the person who wore them afterwards and also, perhaps, for the men employed in their manufacture.

It is to be hoped that so soon as these premises have been vacated, the Sanitary Authorities will take the matter in hand with a will and that a thorough cleansing and disinfecting will take place. Would it not be better, perhaps, to adopt the Indian method and remove the roof so as to allow free access to the air and sunlight? This should certainly be done, we think, in all Chinese houses, at least, which are closed on account of plague. The bulk of our Chinese houses contain long, narrow rooms, often only lighted from the front, and in these dark dens the Chinese herd together, and allow all sorts of filth to accumulate. The fresh air and the sunlight are rigorously excluded, and the result is that all sorts of germs rove in every dark and unwholesome corner.

We think, too, that it would be well if some means could be found to force the Chinese to keep their premises clear of the litter of filthy and insanitary rubbish that one always finds in them. Watch a house which is being cleared on account of a plague case, and you will see that the amount of pure filth removed from each room more often than not fills a whole dust-cart, while a jumble of dirty, half-decayed boxes, boards, chairs, tables and other articles are dumped into the street, the whole so absolutely rotten and reeking with filth that a dollar would be a dear price to pay for the lot. Everything is covered with dust and dirt and many of the wooden articles are, in addition reeking with slime from having been allowed to stand in damp dark corners. There are mouldering articles of clothing, utterly unfit for even the meanest coolie to wear, old boots, old tin, scraps of this and scraps of that and they look as though they had been left in a corner and forgotten for years. And when the lime-washing and disinfecting is over, the chances are ten to one that the bulk of this rubbish is carted back and left until such time as another case of plague necessitates its being cleared out once more.

Can no means be found to put a stop to this? Cannot some society be formed amongst the more intelligent of our Chinese with the object of teaching and inculcating household cleanliness? There is no reason for this accumulation of filth. Take the Malays and Japanese, for instance. They are Asiatics just as much as the Chinese are, yet their houses are tidy and clean and they do not hoard a lot of half-decayed stuff that would disgrace a pigsty. Cannot the missionaries take the matter up and try to improve matters? We certainly think that the bodily as well as the spiritual welfare of the converts should be looked to by their pastors, and were the principles of cleanliness inculcated we believe that the object lesson thus given would have its effect.

But the missionaries can only reach their own particular flocks, and thus it would be much more satisfactory could a society be formed on purely non-sectarian lines for the preaching of the gospel of cleanliness. See how Mrs. ARCHIBALD LITTLE'S crusade against the foot-binding custom has appealed to the people. Surely a crusade against dirt would stand an equal chance. But if such a society is formed it should be quite apart from missionary enterprise. Let the Christian Chinese be taught that the Bible prescribes cleanliness and let the rest be told that Confucius or Mahomet, or whoever may happen to be their particular prophet or God, rejoiced in soap and water and a moderate use of the broom, mop and duster.

We should like to hear what some of our educated Chinese have to say on the subject. What does Mr. FUNG WAI CHUN think of the idea of a General Cleanliness Society, for instance?

### The Bath-Houses.

His Excellency the Governor is most certainly to be congratulated on his action in establishing public bath-houses without first waiting for the tedious process of dragging the proposal for their erection through the Legislative Council. The places were a pressing necessity and have been for years past, and we are pleased to see that His Excellency took the matter in hand himself and put it through without any red tapeism whatsoever. We do not mean to say that we should be pleased to see His Excellency adopting the same method of procedure every time anything cropped up, but on occasions of emergency it is just as well that such matters should be dealt with without any delay, and that this was a case of genuine emergency nobody will deny.

We trust, however, that Sir HENRY will go a step further, and will do his best to have these temporary structures turned into

permanent establishments as soon as possible. Galvanized iron bath-houses would cost little, would last long, and would be a boon to the community both from a sanitary and a philanthropic point of view. Then, too, if the places were properly constructed there would be less difficulty in keeping them clean, and a large boiler with a suitable furnace in each would ensure a constant supply of hot water at, probably, less cost than the primitive ones now in use.

Dr. CLARK spoke to the manner in which the bath-houses were appreciated at Saturday's meeting of the Sanitary Board, and we fully endorse every word that he said. A number of such bath-houses scattered over the Colony will do more to keep down plague than any amount of preaching cleanliness. If a dirty coolie can have a nice hot tub for nothing he will probably take it, but if he has to carry and heat his own water, the probabilities are that he will either remain dirty or content himself with the proverbial cat-lick. Chinese houses, too, do not lend themselves readily to personal cleanliness. Take the average coolie lodging-house. How many are there in the Colony, we wonder, that supply any facilities for a bath, beyond a small tub, holding about a gallon of water? And even with this it will probably happen that the coolie who wants a wash must take his tub to the doorstep, as one can easily see from a walk along any street inhabited by Chinese after working hours are over.

Good iron bath-houses, properly fitted up, and many of them are what we want, and when we have got them perhaps His Excellency will see if he cannot put his shoulder to the wheel again and give the public latrine question a fresh impetus.

## REUTER'S TELEGRAMS.

### EGYPT.

LONDON, May 23rd.

The Khedive has pardoned Arabi Mustapha Pasha.

### THE LATE SIEGE OF THE PEKING LEGATIONS.

Lord George Hamilton states that the Government proposes to give a medal to all those who were engaged in the defence and relief of the Peking Legation. The question of an international decoration is under consideration.

### THE BRITISH NAVY.

The Admiralty has decided to build fast cruisers of the *Monmouth* type.

### THE BUDGET.

May 24th.

The Budget has been read a second time, and passed by 236 votes to 132.

### BRITISH AMMUNITION STORES.

Mr. Brodrick has stated that despite the demands of the war in South Africa, there is now a far larger reserve of ammunition than at the outbreak of hostilities.

### FURTHER RIOTING AT ST. PETERSBURG.

Further serious rioting has occurred at St. Petersburg. The Mounted Gendarmes charged twice but were repulsed, six Gendarmes being killed.

### LATER.

### SIR ALFRED MILNER'S ARRIVAL IN ENGLAND.

Sir Alfred Milner was welcomed at Waterloo Station by Lord Salisbury and Mr. Chamberlain, with whom he drove to Marlborough House for an audience with King Edward.

A peerage was conferred on Sir Alfred Milner by the King.

### THE RUSSIAN LOAN.

The Russian loan has been largely covered in Paris.

### BOER PRISONERS FOR BERMUDA.

May 25th.

Three hundred Boer prisoners have sailed for Bermuda.

### THE AMERICA CUP RACE.

The New York Yacht Club has agreed to Sir Thomas Lipton's request to postpone the race for the America Cup until the 21st September.

### LOCAL AND GENERAL.

H.E. the Governor has appointed Robert Mc Ewen to be an Inspector of Nuisances.

ONLY fifty-nine men turned up for the march out of the Volunteers on Saturday, so the affair was abandoned.

A COOLIE was drowned at Wanchai on Saturday. He fell off the gangway plank while boarding a junk.

The following Notification is published in the *Gazette*: "Vessels from Hongkong should call at Koh Phai for quarantine."

It will be seen by reference to an advertisement appearing elsewhere that an excellent cottage piano by Bord, of Paris, is for sale cheap.

NOTICE is given in the *Gazette* that torpedoes will be run daily on the range at Kowloon from tomorrow, the 28th instant, until further notice. The range is about 1,000 yards straight out from the pier. All ships and vessels are cautioned to keep clear of the range.

H.M.S. *Donaventure* arrived from Kobe on Saturday afternoon with her long-paying-off pennant flying. She is, we understand, docked here, as she has had a good deal of her copper scraped off while frozen in up north. The vessel will probably remain here for a fortnight, and will then proceed to Singapore to meet her relief, the *Talbot*.

It is notified in the *Gazette* of the 25th inst. that H.E. the Governor has appointed William Crake to be Second Assistant Marine Surveyor, as from the 29th March ult.

WHETHER or no an accident occurred to a cargo of eggs yesterday we don't know, but there were hundreds of egg-shells afloat off Stonecutters. Can any reader explain it? They were mostly duck's eggs.

A SAD death took place on H.M.S. *Bonaventure* early on Saturday morning. The surgeon was suddenly sent for to attend one of the stokers, but the man succumbed almost immediately, death being due to internal hemorrhage. He was buried with full naval honours yesterday afternoon.

THE return of cases of communicable disease reported as occurring in the Colony during the week ended 25th May shows:—Bubonic Plague, 200 cases, 187 deaths; 165 cases being from the City; Enteric Fever, 5 cases, 3 deaths, one case from the Harbour; Puerperal Fever, one case, one death; Chinese; Small-pox, two cases, one death, Chinese.

It is true, said Mr. Hooley, in an interview with an *Express* representative, that I am living at the rate of £15,000 a year—and it is to the advantage of my creditors that I should do so. You must spend money to make money. I rent a suite of rooms in a West End hotel. Why? So that I can see men and do business with them in proper surroundings. It is my office. "When I became bankrupt I gave up everything I possessed for my creditors. Now I am earning money to repay them. I have already repaid a hundred to them—their debts have been assigned. I have two or three big schemes which are rapidly coming to a head, and I shall pay off my creditors as quickly as I can earn the money." It seems almost possible that Mr. Hooley might live at a slightly less amount than £15,000 a year, and still do business with men in a proper manner, or even a more proper manner, and let his creditors have the benefit of the amount saved. We hope, on account of his clients and creditors, that Mr. Hooley's big schemes, when they come to a head, will not burst like his other bubbles.

THAT "ignorant impatience of taxation" which once aroused the scorn of the late Lord Sherbrooke is fermenting freely among the gentlemen who believe—or profess to believe—that they will be grievously hard hit by the new duty on exported coal, says the *Pall Mall Gazette* of the 23rd ult. The coalowners are grumbling all round, and in a style which contrasts very unfavourably with the silent resignation of the income-tax payer. We would point out, once more, to these victims of fiscal fate; first, that we have got to foot the bill, secondly, that some folk must suffer in the process more than others; and, thirdly, that the new duty can only injure them indirectly, if it injures them at all, inasmuch as its direct incidence will lie upon the foreign buyer. And if the coalowners imagine that the British public are going to work themselves up into a state of indignation over the mainly imaginary woes of the class which is continually mulcting them more and more heavily for coal, they are mistaken. The impost is a highly proper one, and the Government will have the country behind them in imposing it.

THE following letter, from the *Times* of the 16th ult., does not show Aldershot training in a very favourable light. The letter (from a Winchester College boy) says:—"My dear Dad, Cyclist corps have again distinguished themselves at field day. First of all, we were made to ride right round in a semicircle from our right to our left flank. Then a cavalry scout came rushing in and said there was a squadron of cavalry coming along the road, and so we were ordered to form up across the road and fire into them as hard as we could. The cavalry came thrashing up, but were ordered to retire, by an umpire, who said they were dispersed and out of action. Then we had to take a hill, which we took, driving some cavalry off it. Then we were again charged by a second squadron of cavalry, whom we scattered, and who acknowledged themselves out of action. Then to crown it all we put a battery of artillery out of action. The great thing was that none of the enemy knew that we were there, and were entirely taken by surprise. We were awfully praised up by a Colonel—afterwards, so we didn't do badly on the whole. The great thing was not to be seen by the enemy. Our uniforms being blue matched the trees very well and helped us a great deal."

COMMENTING on the news that the *Siecle* had ceased publication, the *Pall Mall Gazette* says:—"M. Yves Guyot, in his address to the shareholders and friends of the *Siecle*, remarked that the *Siecle* was the only organ of the French press that had not supported the policy of Mr. Kruger. He had, been represented as an enemy of the Boers, but he had, in reality, been their true friend, as if they had only followed his advice they would have retained their independence. Alone in the French press he had, when the petition of the Outlanders was announced, foreseen what would happen if Kruger, deceived by Dr. Leyds, adhered to his old practices. Was this a crime? He had suggested a solution which would have assured security and liberty to the Outlanders, and Mr. Chamberlain had written to tell him that he had himself proposed it in 1896." Sir Alfred Milner renewed this proposal at the Bloemfontein Conference. In reality the only question was: "Had the Transvaal Government respected the Convention of 1884? Who were at the head of the Anglo-Boers? The protectionists, with M. Méline, the Nationalists, with M. Milevsky, the followers of the Jesuits and the anti-Semites, who incessantly cried out for an alliance with Germany, so that that Power and France and Russia might throw themselves upon England." The friends of M. Yves Guyot have subscribed the necessary capital, and will buy in the *Siecle*.

His Majesty is likely to revive the practice of wearing buttonholes, for he has always had a penchant for them, and considers them to be a great addition to gentlemen's evening dress, and not by any means a sign of foppishness. His favourite is either a white Rose or a Gardenia, but sometimes he allows himself to wear a tiny spray of Lily of the Valley. Queen Alexandra's pet flower. The Duke of York has a preference for Neapolitan Violets, his lamented brother electing as his chosen buttonhole the Tuberosa.—*The Gardener*.

A RECENT number of *British Mining* says:—"Throgmorton-street will take Mr. Chamberlain once more to its bosom. The Colonial Secretary has again spoken on West Africa, and this time no wet blanket has been thrown on the jungle market. On the contrary, we are told—or rather a deputation from the Manchester, Liverpool, and London Chamber of Commerce were told—that Mr. Chamberlain plus his faith to West Africa. Hongkong and Calcutta were once described as the "white man's grave," but nobody felt afraid of living there now. It is sadly to be feared that so long as machinery is erected, ore crushed, gold extracted, and duly shipped, the market will not worry about the health of those who do the hard work." We don't know about Calcutta, but we think Hongkong still deserves the description.

It is proposed, says the *Pall Mall Gazette* of the 16th ult. to carry out a lengthy series of experiments with the *Viper*, the destroyer fitted on the turbine principle whose speed when she was first tried created so great a sensation. So far, her fitness for her work has not been demonstrated, in an altogether satisfactory fashion. Of her speed there is no question, but some difficulty appears to have been found in manoeuvring, particularly in going astern, and she is a huge coal-eater. The *Cobra*, another boat on the same principle, is ready to be passed out of the contractor's hands, and it is very probable that a third boat, which is being constructed as a matter of speculation, will also become the property of the country. It was intended that a boat on the turbine principle should be attached to each of the three instructional flotillas of destroyers, but effect is hardly likely to be given to this intention until greater certainty in the execution of manoeuvres is attained.

## THE LUSITANO CLUB.

### CONCERT.

A very enjoyable concert was given at the Club Lusitano on Saturday evening by Señorita Adelina Bonin. There was a large attendance and the frequent applause testified to the appreciation of the audience. Señorita Bonin's rendering of "Muger y Reina," "Los Tres Clavillos," "Gigantes y Cabezudos" and "Mio Ultimo Vaino" was much appreciated. She has a sweet pretty voice and knows how to use it. Masters Gracia Orosio were loudly applauded for their violin trio, the little fellow proving that though young in years they were old at their instruments. Such general favourites as Mr. G. P. Lammert, Professor Danenberg and others need no praise from us. The song "Dreams of My Own Land" by Mr. E. J. Lopes, with violin obligato by Mr. F. X. Lopes, was excellent. It was loudly applauded and we shall be pleased to hear these talented gentlemen again. We append the programme, which will prove the excellent entertainment provided:—

PROGRAMME.	
FIRST PART.	
1.—Piano Solo and Klappodeo Hongkong	F. List.
2.—Song "Alquer y Reina"	A. Caballero.
3.—Song "The Queen of the Earth"	Pinault.
4.—Violin Solo "Cavallera Rusticana"	P. Mascagni.
5.—Song "La Dama de Amore"	Rodolfo Matosini.
6.—Song "Los Tres Clavillos"	A. Coto.
7.—Violin Trio "Nocturne"	V. Gabussi.
8.—Song "Mio Ultimo Vaino"	F. X. Lopes.
9.—Song "Alquer y Reina"	F. X. Lopes.
10.—Song "The Queen of the Earth"	Pinault.
11.—Song "Los Tres Clavillos"	A. Coto.
12.—Song "Mio Ultimo Vaino"	F. X. Lopes.
SECOND PART.	
1.—Piano Solo "Campella—Concerto Etude"	Paganini—Liszt.
2.—Song "Gigantes y Cabezudos"	A. Caballero.
3.—Violin Solo "Cavallera Rusticana"	P. Mascagni.
4.—Song "La Dama de Amore"	Rodolfo Matosini.
5.—Song "Los Tres Clavillos"	A. Coto.
6.—Song "Mio Ultimo Vaino"	F. X. Lopes.
7.—Song "Alquer y Reina"	F. X. Lopes.
8.—Song "The Queen of the Earth"	Pinault.
9.—Song "Los Tres Clavillos"	A. Coto.
10.—Song "Mio Ultimo Vaino"	F. X. Lopes.

## AVERAGE DENSITY OF POPULATION GLASGOW 61, VICTORIA CITY 126.

The density of population of the City of Victoria as a whole, that is to say, including all the outlying vacant lands and the villages in No. 1 Health District, the Public Gardens in No. 2 Health District, and all the unoccupied hill-side below the upper limit of the City Health Districts (i.e. about 450 feet above high water mark) is 126 persons per acre. In 1898 the average density of population in the administrative County of London was 60 persons per acre, while in Glasgow it was 61, in Liverpool 50, and in Edinburgh 47 persons per acre—Glasgow being the most densely crowded of the thirty-six large towns of the United Kingdom.

## THE PLAGUE.

Number of cases reported (Chinese)	718
up till noon of the 25th	Other Asiatics 13
May, 1901	Europeans 10
Number of cases reported	Chinese 718
during the past 48 hours	Other Asiatics 13
	Europeans 10
Total number of cases reported to date	800
Number of deaths reported (Chinese)	675
up till noon of the 25th	Other Asiatics 10
May, 1901	Europeans 10
Number of deaths reported	Chinese 675
during the past 48 hours	Other Asiatics 10
	Europeans 10
Total number of deaths recorded to date	748
The plague returns for last week were:	Cases 200
Deaths 187	
The returns for 27th May, 1901, were:	Deaths in previous 48 hours 406
Deaths in previous 48 hours	Patients under treatment 62

We are pleased to hear that Mr. Meek is progressing favourably, his temperature having fallen this morning. The other European plague patients are all doing well.

## THE COMET.

The following contribution, or extract, appears in the *Atlas Australis*, which associates the comet now visible with the historical one of Halley:—

According to Elijah Barait it is a regular visitor calling upon us once every 75½ years. It was last seen in November, 1835. When first seen it was thought to be a harbinger of some terrible evil, and spread dismay among all classes. It was predicted that it would strike the earth and consume it. When the Turks extended their victorious arms across the Hellespont and seemed destined to over-run all Europe, this same comet, coming up in the sky to take the courage from the arms of the soldiers, Pope Calixtus III. ordered the Ave Maria to be sung in the cathedral three times every day at noon and added a prayer to save the country from the devil, the Turk and the comet.

The first record of its appearance was in 1456, it was seen again in 1531, then in 1601, 1758 and in 1835, and now again it is visible soon after dark in our western sky, in the constellation Orion, a short distance below the three stars in the belt, or as they are called, "The Bands of Orion." These three stars are just 3° in length and measuring by them the train of the comet is about 6° in length.

Up to the 17th century no correct notion respecting the path of the comets had ever been formed. Dr. Halley, the friend and contemporary of Newton, observed the Comet of 1682 with great care; he found that it corresponded with the description of the three comets of 1456, 1531 and 1601, the times of their appearance had been at regular intervals, their perihelion distance was the same. It must be the same comet performing an elongated ellipse about our sun and visible to the inhabitants of the earth once in 75½ years. Hence it has been called Halley's comet.

The telescopes of all Christendom will be turned upon this new-comer with the flying gold hair, and the world will know more of this mysterious visitor than ever before.

## THE UBIQUITOUS CHINAMAN.

A correspondent writes to a Bombay paper:—"In Calcutta, rows of neat, bright shops, where the most fastidious lover of a good boot can have his wants supplied, testify to the Chinaman's industry, perseverance and push. To purchase from him is in itself a guarantee for genuineness; small wonder, then, that he has gradually gathered round him his customers and patrons, if not the elite of Calcutta, at least the majority of the upper middle class, and the wealthier section of Native society. His prices are fair, his work is of the best, and his rates do not vary. He neither expects nor asks Rs. 10 for an article that is valued at Rs. 5, but what he does expect is Rs. 5, and not even the fraction of an anna less. This alone gives him a reputation for straightforward dealing which he is not slow to build upon. (It is quite evident that the remarks in this article only apply to Chinese in India.)

A trip on the Hooghly river of an early morning will reveal busy little steam launches, shrieking and screeching for right of passage, the occupants of which are Chinese carpenters, with their bags of tools slung upon their shoulders, going to their daily vocations. They are not dull, plodding, cast-iron artisans, but artistic, initiative, quick to comprehend and improve upon existing methods. He is thus preferred not only for these qualities, but for his steadiness, reliability, an invariable stock



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 7th June, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

## THE Twin Screw Steamship

## "NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

\* Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

## THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to

ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES &amp; CO.

Hongkong, 23rd May, 1901.

## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"OPTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIO"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each-shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

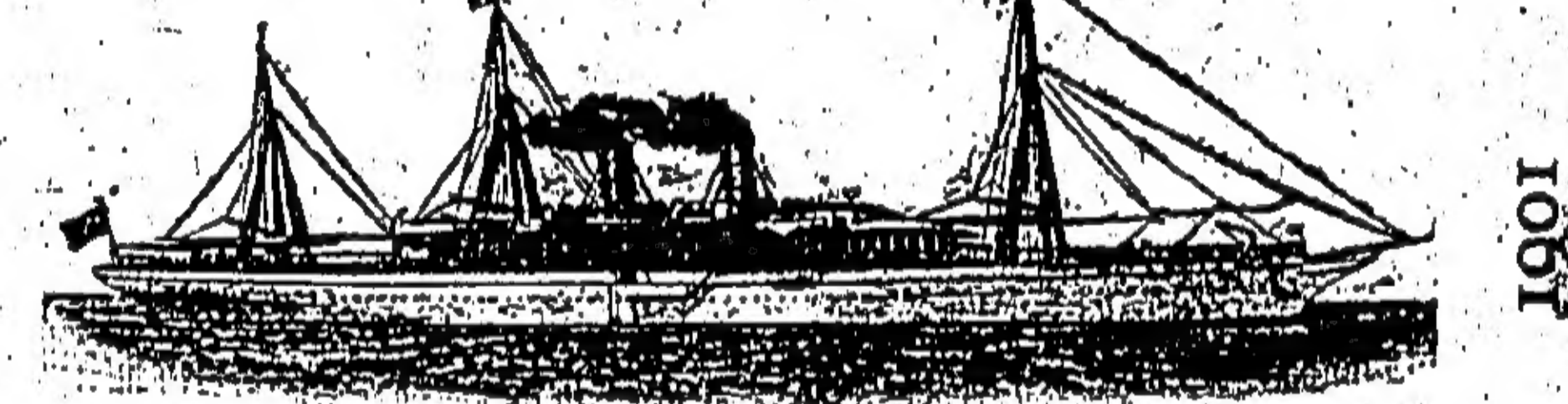
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th May, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to, Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE and HAMBURG.	31st May. Freight.
WITTENBERG	(Calling at SINGAPORE and PENANG.)	
Hempel	HAVRE, BREMEN and HAMBURG.	12th June. Freight.
NUERNBERG	(Calling at SINGAPORE and COLOMBO)	
Mayer	HAVRE and HAMBURG.	25th June. Freight.
SAMBIA	(Calling at SINGAPORE)	
Schmidt	HAVRE and HAMBURG.	25th July. Freight.
	(Calling at SINGAPORE)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 27th May, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU	"KAIPONG"	28th instant.
AMOI, SINGAPORE, SAMARANG and SOERABAYA	"SHANGTUNG"	29th instant.
SHANGHAI	"WHAMPOA"	29th instant.
TIENSIN	"KWEIYANG"	5th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th June.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 25th May, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"PROMETHEUS"	28th May.
" "	"CLAUCUS"	11th June.
" "	"ALCINOUS"	14th June.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
" "	"DARDANUS"	11th June.
" "	"MAHAON"	25th June.
LIVERPOOL (DIRECT)	"PROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES)	"RHEIPEUS"	6th June.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "ESMERALDA"

Captain J. McGintz, will be despatched as above TO-MORROW, the 28th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 25th May, 1901.

[5500c]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "ARRATOON APCAR."

Captain E. Fey, will be despatched for the above Ports on WEDNESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 25th May, 1901.

[5570c]

## IMPERIAL GERMAN MAIL LINE.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "SACHSEN."

of the NORDDEUTSCHER LLOYD.

Captain H. Sumner, due here with the outward German Mail about WEDNESDAY, the 29th instant, will leave for the above Places about 24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 25th May, 1901.

[522]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI".....31st May.

"HILGLEN".....14th June.

"LOWTHER CASTLE".....30th June.

"HEATHBURN".....about 17th July.

"HUDSON".....

"JUPITER".....

"SATSUMA".....

\* Calling at MANILA.

For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 25th May, 1901.

[4450c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

## VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Belgian King. | 3379 | about | June 10

## THE Steamship

## "BELGIAN KING."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

[1140c]

## "GLEN" LINE OF STEAMERS.

## FOR NEW YORK.

## THE Company's Steamship

## "GLENARTNEY"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to

MCGREGOR, BROS. &amp; CO., Agents.

Hongkong, 18th May, 1901.

[5400c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR TAMSUI AND KELUNG.

## THE Company's Steamship

## "AKASHI MARU."

Captain K. Sobajima, will be despatched as above TO-MORROW, the 28th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

[4810c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOI.

## THE Company's Steamship

## "MAIDZURU MARU."

Captain K. Sobajima, will be despatched for the above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

[2260c]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTR